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through a long and expensive design and evaluation process, the end of which does not necessarily result in obtaining the required environmental permits. This streamlining effort is envisioned to allow the Department to work together better with the environmental agencies so that a permit can be forthcoming at the end of the process. Senator Smith is looking to have this project serve as the model for other projects in New England.

The Department has been coordinating the I-93 widening project with CLD Consulting Engineers (CLD), the engineering firm responsible for the development of the Exit 4A project. Exit 4A is ahead of this project in terms of process, but the Department is confident that both projects will dovetail together. The exact geometry of Exit 4A cannot be detailed until the location of the I-93 widening is determined.

Chris Bean, Project Manager with CLD described the status of Exit 4A. Chris provided a summary sheet handout and location maps that identify the location of the five remaining alternatives for Exit 4A. These sheets are attached. There will be Exit 4A meetings in the near future, which will be published in the local paper to discuss the alternatives.

Tony reviewed the preliminary typical sections and engineering design criteria that have been developed to accommodate the I-93 widening, the HOV lanes and the rail elements along the I-93 corridor. Generally the footprint of the proposed rail corridor layout depending upon constraints, would vary from 50' (if the rail is on structure), to 60' (if a closed drainage system is required), to 90' (if width is available for an open drainage system). The intent for the most part is to locate the proposed rail corridor in the median.

Tony presented the design beginning at the Derry / Windham Town line. He pointed out the controls that drive the design including the pond just south of the Windham/Derry townline, the reconstructed bridges at North Lowell Rd., Fordway Extension, and Kendall Pond Rd. as well as ledge areas and Beaver Brook. In most areas, there is enough width to accommodate the rail and HOV typical in the median although just south of Windham/Derry townline, a small pond on the west side of I-93 forces the widening to the east. Between Fordway Extension and Kendall Pond Rd. the NB barrel is 20-25 ft. higher than the SB barrel. The options were presented in this area as follows:

- The easterly edge of pavement is held from the Windham/Derry townline past the prime wetland area east of the NB barrel. The NB barrel is widened toward the median, the SB barrel is widened to the outside. A 60-ft. rail corridor is provided for in this area. With this option the rail will follow the SB barrel profile. A 28-ft. high retaining wall will be required because of the 20-25 ft. grade difference between NB and SB barrels for approximately 2000'. Soundwalls similar to the soundwall currently under construction in the vicinity of Bodwell Road may need to be constructed in this area and may impact the overall I-93 widening footprint. The easterly edge of the NB barrel is held proceeding northerly (widening to the west) until the Londonderry sewer treatment facility, at which point the widening transitions so that the westerly edge of the SB barrel is held and all widening occurs to the east. Just south of Exit 4 the 60-ft rail corridor width widens to 87-ft. to accommodate an opportunity for a future rail station just north of Exit 4.
- An alternative to constructing the retaining wall in the median discussed above, would shift the SB barrel to the west just before the bridges at Fordway Extension and tying back in just south of the bridges to the north at Kendall Pond Road. This would reduce the need for a retaining wall in the median, but would result in a larger ledge cut along the

west side of I-93. This option would appear to be easier to construct as far as maintenance of traffic.

At Exit 4 NH 102/I-93 interchange, two interchange options were presented. The first option would retain the existing interchange operational configuration, and as discussed previously all widening to develop the improvements to I-93 would occur to the east. The basis of this concept is to retain as much of the Exit 4 interchange SB ramps. With this option, NH 102 (including the bridge) would be widened to provide double left turn lanes for NH 102 EB to I-93 NB. Construction of 4-lanes with HOV and rail will require the NH 102 bridge over I-93 be replaced. If the rail option is not to be provided for at this time, the existing bridge could simply be widened. Widening I-93 to the east will require a 1,500-ft. to 2000-ft. long retaining wall on the east side to minimize impacts to Wheeler Pond and the wetlands.

The second option at Exit 4 assumes that all I-93 mainline widening would occur to the west to minimize impacts to Wheeler Pond and the associated wetlands adjacent to the pond. The existing NH 102 bridge over I-93 would be replaced. The new structure could be located adjacent to and south of the existing bridge, allowing the existing bridge to be used for traffic control during construction. On the west side of I-93, the NH 102 WB to I-93 SB on-ramp would be completely reconstructed; the I-93 SB off-ramp would be partially reconstructed; and almost all of the NH 102 EB to I-93 SB on-ramp would be retained. Substantial ledge removal will be required during the reconstruction of the ramps in the NW quadrant of the interchange. On the east side of I-93, the I-93 NB on-ramp and I-93 SB off-ramp would be reconstructed, although within the existing ramp footprints.

The Ash Street/Pillsbury Road Bridge over I-93 would be replaced to accommodate 4-lanes (incl. HOV) and room for the rail on I-93. The current width will allow for only 3 lanes in each direction. An alternative to realign Ash Street/Pillsbury Road to the south to accommodate the bridge replacement while maintaining traffic on the existing bridge was also presented. The Ash Street/Pillsbury Road realignment will minimize impacts to wetlands in the area and to a potentially historic parcel in the NW quadrant. A home located in the SE quadrant of the Ash Street/ Pillsbury Road overpass with I-93 may possibly be impacted by the I-93 widening to the east.

In the area north of Ash Street/Pillsbury Road bridge, the proposed widening transitions from the east to the west. The easterly edge of the existing NB barrel is then held as a control to minimize wetland impacts while all widening is accommodated to the west. Further to the north, the proposed NB barrel will be realigned parallel to the existing SB barrel in order to provide for the 87' rail line footprint. Properties along the east side of Trolley Car Lane may be impacted. Proposed soundwalls may be required near Trolley Car Lane and Season's Lane.

The next critical area is the I-93 bridges over Stonehenge Road, both bridges when rehabilitated a few years ago, were set up to allow for the widening of 2-lanes to either side of either bridge. The current design is to split the widening to the east and to the west on the NB bridge while widening the SB bridge all on the west. North of Stonehenge Road, the proposed design for the SB barrel holds the inside edge of the existing SB barrel with the widening to the west. The NB barrel widening transitions from widening along the inside to widening to the outside. An 87' rail typical width is also maintained in this area to allow for a possible rail platform in the median. The future platform would be where the I-93 NB and SB profile grades are compatible with profile grades necessary for the development of a rail station platform.

At Exit 5, the interchange concepts for options 1 and 2 would retain the diamond-type interchange configuration, while option 3 modifies the NB on and off ramps to intersect NH 28 opposite Liberty Street extension.

At Exit 5, the rail in the median is carried through the interchange over NH 28, then passes under I-93 southbound to tie into the existing railroad right of way. This geometry will require the train to slow to 25 mph, which may or may not be acceptable depending on the location of the rail station and the future needs of the railroad to be successful. The I-93 NB and SB barrels will be raised approximately (6 ft. max) to accommodate the additional structure depth needed to span over the widened NH 28 and over the future rail (I-93 SB barrel) transitioning out of the median and to the existing rail corridor to the west of I-93.

To the east of the Exit 5 interchange, one option is to realign NH 28 is realigned to replace the existing reverse curves with a simple curve. A 6-lane section will be carried through the interchange and transitioned down to a 5-lane section through the Liberty Drive intersection before transitioning back down to a two-lane section south of Liberty Drive. This realignment leaves the restaurant and the businesses along the north (and east) side of NH 28 between Auburn Road and the relocated Liberty Road intersection with NH 28. With this improvement, NH 28 may have a raised median to channelize traffic at the Liberty Road and Auburn Road intersections, which would limit full access to the business and restaurant on the north side of NH 28 to right turn in and out. This option would require the acquisition of the Sunoco station. To the west of the Exit 5 interchange, the 6-lane section proposed for NH 28 in the interchange area will be transitioned to 5-lanes through Perkins Road and then transitioned to the existing NH 28 2-lane section. Perkins Rd. is realigned to the west to align with the entrance to the transfer station driveway on NH 28. The realignment as shown would require the acquisition of three properties along the west side of Perkins Road.

A second option for NH 28 east of I-93 would generally retain the existing alignment along NH 28. This second option utilizes the same ramp improvements identified under option 1. This option allows the Sunoco Station operations to be maintained with some modification to the driveway access to NH 28. NH 28 may also have a raised median to channelize traffic operations at the Liberty Road and Auburn Road intersections, which would limit access to the Sunoco station on the west and homes on the east. The widening of NH 28 with this option as shown would require the potential acquisition of four properties along the east side of NH 28 near Liberty Road.

A third interchange option for NH 28 east of I-93 was presented that would retain the designs for option 1 and option 2 west of I-93. This third design would realign the NB ramps to one major intersection opposite the proposed Liberty Road intersection. This option would provide additional separation from the SB ramps and direct access to an industrial area being developed off Liberty Road. This option would impact some wetlands southeast of the interchange, but possibly reduce impacts to wetlands in the NE quadrant of the Exit 5 Interchange. This option would also extend property impacts along NH 28 frontage to the south.

Tony described three rail options at Exit 5. One rail option would end the rail line in the vicinity of Exit 5 and tie into the existing rail line located in the northwest quadrant just west of the interchange. This layout requires the train to slow to 25 mph to negotiate the sharp horizontal curve and the abrupt grade change. Under this option, the rail line can either end just north and west of Exit 5 or proceed along the abandoned rail corridor to the Airport or downtown Manchester or both. A second median rail option would extend further to the north within I-93 median before veering off to the west and tying back into the old abandoned rail line approximately 6000 feet west of the Exit 5 interchange. A third option shows the I-93 median rail line veering west from I-93 approximately 4000 feet south of the Exit 5 interchange and tying back

into the old abandoned rail line approximately 3000 feet west of the interchange. The second and third concepts would allow the train to maintain 60 mph through the area.

North of Exit 5 the accommodation for the I-93 rail corridor is not a consideration, all of the rail options veer to the west in the vicinity of the Exit 5 interchange and connect to the old abandoned rail line. Approximately 2 miles north of Exit 5, the NB 4 lane typical with HOV is transitioned to 4 general use lanes. Approximately one mile south of the I-93/I-293 split, the four general-purpose SB lanes are transitioned to three general-purpose lanes and an HOV lane.

The current Bodwell Rd. project on the NB barrel adds a 12-foot lane and a 12-foot shoulder to the median. The ultimate Bodwell Rd. concept will allow I-93 NB to be widened to the outside with the addition of a shoulder. In effect what we have is a split widening; a lane added to the inside now, and a lane added to the outside later.

For the SB barrel, the Bodwell Road project that is presently under construction reconstructs the existing 4-foot inside shoulder to a 12 foot shoulder, and on the outside, an additional 12 foot lane is being added. The ultimate concept adds an additional lane to the outside, so we have widening on both sides, but the majority of the widening is to the outside. The proposed I-93 widening design ties into the ultimate Bodwell Road area 4-lane concept.

In addition to the I-93 mainline and interchange concepts, two concepts were presented that show potential locations for park and ride lots in the vicinity of Exit 5. The lots were developed with three basic assumptions:

- Connectivity to future rail
- Lot size to include bus station, and 500 to 600 parking spaces
- Close proximity to I-93 interchange for access and egress to I-93

Concept 1, park and ride is located in the SW quadrant of the I-93 Exit 5 interchange with the lot primarily fronting on I-93. The land needed to develop this facility would include approximately twenty acres from four private residential properties. Access would be provided via a 1000-foot connector road from Perkins Road, behind the new hotel. The lot size is approximately 700 spaces. A future pedestrian bridge will be required to access the future rail platform in the median, similar to what would be required at Exits 2 and 4.

Concept 2, park and ride is located in the NW quadrant of I-93 on property primarily used by Spartan Consolidated, Inc., a waste transfer facility. The land needed to develop this facility would include approximately sixteen acres from one private business. Access would be provided by a drive onto NH 28 opposite Perkins Road. The lot size is approximately 650 spaces. Access to the rail line (assuming it is located on the old abandoned rail corridor) would be direct.

Jeff discussed the project schedule. The next Task Force meeting is tentatively scheduled for August 24<sup>th</sup>, to talk about ridership. This subject is very important, especially to the resource agencies who would like to know how many people can we get off I-93 if transit, rail, and/or HOV measures are available. Four future meetings we will be coming back to each of the Towns to present the designs in a manner that catalogues the pros and cons of the alternatives with consideration of traffic control, constructability, and the ridership provided by alternative modes. The intent is to resolve which alternatives should be eliminated and which should be carried forward into the draft environmental impact statement.

Jeff asked the Task Force members to ask questions first then the general public.

- Cliff Sinnott. The Exit 4 park and ride is at or near capacity. Will that lot be expanded as part of the proposal to increase transit ridership, or will the other new lots reduce the pressure on Exit 4?
- Jeff. We will have a better handle on lot size needs once we have completed the ridership analysis. The bus companies have said that a facility at Exit 5 would generate a lot of riders and most likely would ease the pressure at Exit 4. Exit 3 would also have an effect on the number of riders at Exit 4. We will know more when we have ridership numbers. Exit 4 will be looked at from the point of view as to its expandability to the north as it ties into the potential location for a rail station.
- Roberta Robie. Relative to rail alternatives, is there a sense as to the feasibility of the rail connections at either end? Will rail work?
- Jeff. The Department is assuming connections to the south and to the north. The issue of rail is being addressed in a rail report that is nearly finished. The report completed to date has addressed the existing rail corridors, the one to the east that has been abandoned (Manchester to Salem to Lawrence), and the active rail line to the west, from Manchester to Nashua to Lowell. The report will include the rail alternative in the I-93 median when completed. The Department at this time does not believe that rail or busses will draw so many people off of I-93 that we can forego the need to widen I-93. At this point in time the Department is focusing on widening the highway in such a manner so as not to preclude the opportunity for rail in the future.
- Comment. Does the design for the park and ride shown at Exit 5 that sits on top of the transfer station mean the transfer station goes away?
- Jeff. Yes, this park and ride alternative requires the acquisition and redevelopment of this private property. We have two alternatives drawn currently. At this time no decisions have been reached. There may be a third or fourth alternative that we may have overlooked. We are here to get input. My sense is that where ever we put the park and ride lots, they are going to be expensive and somewhat controversial.
- Comment. The proposal as presented shows a 4-lane highway NB and SB, with a rail bed in the median. This design will obviously require more land and result in more impacts than a 4-lane highway without a rail bed in the median. Will the Department identify the difference in impact between the layout with the rail bed and without a rail bed in the median?
- Jeff. That is certainly an option. As these designs get developed more fully we will be looking at the impacts related to drainage ditches, sound walls, traffic control, etc. These elements are not currently factored into the design and in the coming months as the designs are firmed up, we will better understand the impacts. From the Department's perspective, this will be the last time this road is widened, and we feel it is wise to look at the opportunity to incorporate rail in the I-93 corridor. This does not mean that the widening that is constructed needs, in all areas, to provide for rail, but that we should provide for that possibility as best we can.

Peter DeSantis. With the proposed highway widening, accommodation of rail, drainage elements, and possible sound walls you will be pushing the limits of available right of way. What will these sound walls look like? Where will they be built?

Jeff. The Department has built sound barriers along the F.E. Everett turnpike in Nashua, and in the seacoast area of I-95. Sound barriers are also under construction in the Bodwell Road area along I-93 in Manchester. The wall designs currently used by the Department are constructed of concrete posts with wooden slats in-between the posts. The locations of the sound barriers have not been determined yet, but we will be looking up and down I-93 and every place there is a neighborhood and where the noise might be high. If the noise meets or exceeds the abatement criteria, and the cost of the sound barrier when compared to the number of homes that would benefit from the construction of a wall is cost effective, then the Department would propose to construct the barrier. I feel that there will be a lot of sound barriers constructed along this corridor, but perhaps not every home will receive the benefit of a sound barrier.

Peter DeSantis. My concern is with the bicycle/ pedestrian issues. Will land be made available for a bike/pedestrian trail along the corridor such as is available along I-89? Will the abandoned rail bed be made into a bike trail? My understanding is that federally funded projects require a certain amount of funding be made available other modes of transportation such as rail and bicycles. Has there been any considerations been made into the park and ride designs to accommodate bicycle facilities and access?

Jeff. The Department is very proactive about providing for bicycle use. Thus far we have not incorporated a bicycle element into our conceptual designs. The abandoned rail corridor might be a good place for a bicycle trail, but whether it would be constructed there or as a part of this project, I'm not sure. Certainly the bicycle amenities at a park and ride would be incorporated into their design.

Stewart Gill. The abandoned rail corridor is not currently a transportation alternative, but more of a recreational trail. With a project this large it would be a miniscule cost to develop a bicycle trail.

Jeff. The Department needs to spend some time looking at this alternative.

Comment. To relocate the Exit 4 SB ramps will require blasting 60 to 70 feet of ledge. This may require the closure of the ramps for some extended period of time.

Jeff. The Department recognizes the concern and consequently we have two options in the Exit 4 area. We showed a westerly widening option, which would go through the ledge at a substantial expense to minimize impacts to environmentally sensitive area of Wheeler Pond. Widening to the east to minimize/eliminate the ledge excavation would require a lengthy retaining wall, which is also expensive, along the edge of Wheeler Pond. We have two choices, we don't know which one will be the preferred alternative yet.

Comment. You spoke about the expansion of the park and ride lot at Exit 4, which will also be in that ledge field.

- Jeff. That's true, we will be evaluating that as part of the layout for a possible future rail station in the NW quadrant of Exit 4.
- Peter Griffin. I am President of an organization called NH Railroad Revitalization Association. This group has been very involved with the upgrade of railroads throughout the State. We commend the State for including a rail option within this project. This is not inconsistent to what is happening throughout the rest of the State. Nashua will have commuter rail in 3 to 4 years. The seacoast is looking at extending service from Newburyport to Kittery. Plaistow is working now to get service extended from Haverhill, MA to Plaistow, NH. We are caught up in the widening of I-93. I-93 will be widened, but what we should be planning for now is what happens after I-93 is widened. We should be looking at all the rail options now. The Towns need to look at the big picture regionally together.
- Comment. What type of rail are you considering? Will it be a basic train or a monorail with smaller cars.
- Jeff. Monorail appears to be unrealistic given an estimated cost of \$95M per mile. That's not to say that with changes in technology, that cost could not come down and the option found to be more viable. Presently we are assuming for this corridor what is known as light rail, similar to what you see in downtown Boston. This type of passenger rail is capable of going up and down the grades along I-93. You wouldn't have a freight rail facility in the I-93 corridor because of the grades along I-93. Relative to train schedules, we are assuming that the rail, if it comes, would run on a regular schedule, like the busses.
- Bob Letourneau: The Bodwell Road road construction is currently backing up traffic into the Derry area, do you have a time-frame for the completion of the construction for the NB lane in that area?
- Jeff. I'm sorry I don't have that information, but I will contact you with that information. The traffic control in that area will provide lessons for addressing traffic control along other segments of I-93 that will involve ledge removal.
- Comment. I appreciate all the information the Department is providing, but it is hard to take it all in. Is there some way I can take this home so I can have some time to look at this in more detail? You alluded to making this information more available. Will you be providing this data in a smaller format or on the Internet so we can better understand this?
- Jeff. With a lot of projects we can reduce the information so that it can be distributed, similar to the Exit 4A study. With I-93 being a very long project, this is somewhat more difficult, but something that we will need to resolve for documentation purposes. The Department is in the process of evaluating the web site options. It likely will not have all the "bells and whistles", but it will be a way of distributing information about meetings, schedules, and reports.
- Comment. What will be the best process to provide input for this project?
- Jeff. Through me at the Department of Transportation. Send me a letter.



- Comment. How do we get a more detailed rail study initiated that will result in rail alternatives being constructed? I realize that this project is not about rail, but how do we get a rail project going?
- Jeff. You probably need to start with the Planning Commissions. Such a project has to be included in the State's Ten Year Transportation Improvement Program.
- George Sioras. People have asked me is there a way to get some type of satellite park and ride lots around the Derry area? People drive their cars on NH 102 and I-93 to get to the Exit 4 park and ride lot. If there were satellite lots, some of these cars could be eliminated from the highway. Could the ridership analysis evaluate this need? Lastly, does the Town of Londonderry or the State own the Exit 4 lot?
- Jeff. I don't think our ridership analysis will be so sensitive as to shed light on the potential benefits of satellite Park and Ride lots. In addition, it is not clear that busses will serve such the park and ride lots. The bus companies feel they need to be close to I-93, with easy on and off access. However, if you have ideas about park and ride locations that you believe would serve the corridor, we would like to know. The State of NH owns the Exit 4 lot.
- Comment. Sometime ago the Department was talking about the Airport Access Road, connecting to Exit 5 or possibly near where some of the alternatives are for the Exit 4A interchange. Such a connection would have a significant impact on this project. Is that still being considered?
- Jeff. That option is no longer being considered for the airport access project because the folks in Londonderry felt that the option was problematic. The Department is not considering such a connection as part of the I-93 widening.
- Roberta Robie. Many years ago, I testified at the Legislature for the 10-year highway plan regarding the I-93 widening. Since that time I see the rail issue as really being promoted. With all due respect to the rail proponents, I do not believe that the funding is available or that the political will is there for rail. I do not think that we should be putting the rail issue in the forefront, but instead we should be pursuing the widening. I am concerned that with so many alternatives put forward, this project could be delayed further while the alternatives are addressed. The widening needs to be done.
- Comment. If the widening of I-93 goes forward with rail, will Derry experience still more growth and development, with further loss of quality of life? The Town of Derry used to have 9,000 people and now has 33,000 people. What are the Department's growth projections for the Town if I-93 is widened?
- Jeff. We will be looking at ridership volumes to see how people will use the various transportation modes if they were made available. With regard to growth, we have a very difficult problem identifying traffic projections let alone town growth projections due to improving the transportation system. The traffic numbers have been identified with the use of a statewide transportation model, and the model is sensitive to improvements within the transportation system. However, the growth in traffic is occurring with or without the highway being widened, and the increase in traffic growth with the widening is only slightly higher than without the widening. At the State line for example, the traffic projections for the No-Build alternative show an increase of 40,000 vehicles over the next 20 years. If

we widen I-93 to 4-lanes in each direction that number increases to 44,000 vehicles. Relative to sprawl, this issue is extremely complicated. Sprawl is a combination of access made available through transportation and of land use. The State has done a good job in terms of providing transportation, but a poor job relative to land use. The Department recognizes the problem (as poor land use compromises the transportation system) and is working with various communities in joint ventures to address transportation needs, access control, and land use. The NH 16 corridor is such a project. From the Department's perspective, the Towns need to understand that land use planning, which is a local issue under local jurisdiction, is the key element to addressing the issue of sprawl. Good transportation need not result in undesirable development.

- Stewart Gill. I am concerned about the schedule. Back in 1990, the Union Leader showed a schedule that was put out by the Department that showed that the highway widening would be complete by now. The MA Rte 3 and NH 93 projects are going to overlap. New Hampshire is going to be in total gridlock. You need to speed this up, and/ or collapse the construction schedule. We can't wait.
- Jeff. I have no really good answer. This project is of the highest priority. The problem has been, and will be, getting through the environmental permitting process. We understand the problems construction will create, and we will need to be creative in terms of maintaining traffic. We are considering early park and rides and transportation system management improvements (TSM's) that will provide near-term capacity and safety improvements.
- Stewart Gill. Maybe the Department can accelerate the construction process with multiple contracts, so it can be done as soon as possible.
- Comment. I worked for city of Los Angeles, Cal Trans and ACOE over a period of 30 years. The resource agencies just keep adding requirements that slow down the completion process. Concerning rail and transit, people should be aware that it is a federal requirement that all of these modes be considered in order to get federal funding.
- Peter Griffin. In Concord the Governor has recently appointed a Transportation and Rail Advisory Council to evaluate the concept of intermodal transportation. What we have now is a terrific road system, but not an intermodal transportation system and that is what needs to be changed. Rep Katsakiores has been appointed to this Council and co-sponsored a bill to study the Manchester and Lawrence Line (the abandoned East Rail Corridor). Citizens need to speak with their State Representatives to get the ball rolling.
- Roberta Robie. I would like to say that the Town of Derry has done an excellent job of addressing growth. The Planning Board has excellent job with growth management ordinances.
- Comment. This is likely to be the last widening of I-93. We have to preserve or make provisions for rail lines. What is the feasibility of resurrecting the abandoned rail lines and the Manchester to Nashua to Lowell lines while I-93 and MA Rte. 3 are under construction? This would also serve to provide some revitalization of rail to the downtown local communities and businesses that lie along the existing corridors. We have problems with trailer trucks turning over and tying up I-93 for 10 to 12 hours.

- Jeff. I don't have an answer, but talking with the Planning Commissions and your State Representatives is a very good first step.
- Comment. I think the railway corridor, wherever it is, should be a commuter corridor. Leave room for the rail corridor in the median.
- Comment. When you construct this project will you build the road first and later come back in and build the train? Do you have the flexibility to come back later to do the train?
- Jeff. We are planning to widen the highway, but leave room for possible rail construction in the future. Given the need to maintain traffic during construction, the area where the rail line might go in the future could serve as an area to locate traffic on a temporary basis. In that way, the rail construction in the future could be made easier as some of the grading will have been done.
- Comment. Have plans to limit the access from Auburn Road to NH 28 and connect Auburn Road with Liberty Drive been considered?
- Bill Cass. I believe that the current thinking is to gate or block Independence Drive at Auburn Road as part of the Liberty Drive construction. The roadway is not proposed to be removed at this time.
- Jeff. This issue will be evaluated as part of the more detailed design of Exit 5.
- Comment. There is a significant backup on the SB off ramp at Exit 5. Can something be done now?
- Jeff. This is being looked as an interim TSM solution (similar problem at Exit 3 in Windham) and definitely will be addressed as part of the long-term solution.
- Comment. Can we develop a plan that uses the shoulder to handle the traffic, similar to Massachusetts?
- Jeff. The consultant is looking at this and I should have a draft report soon. Indications are that the terrain is much steeper than that found in Massachusetts (where the shoulder is available for use as a fourth lane) making the shoulder lane use less safe. In addition, in New Hampshire a number of bridges would have to be widened because the existing shoulder width is not adequate to allow vehicle travel, and portions of the existing ramps in the vicinity of Exit 2 would also have to be reconstructed. People should also be aware that the State of Massachusetts is conducting a study similar to NH along I-93 from the State line south to the area where the 3-lane section ends and 4-lane section begins.
- Comment. When will the Department be exploring the Traffic Demand Management (TDM) option (options to improve capacity by reducing demand) in this study?
- Jeff. The Department is exploring such options now. Train and bus options, high occupancy vehicle lanes, park and ride lots, are all TDM type strategies.
- Comment. Some 15 years ago, we use to have signs that said "keep to the right except when passing" along the highway. What happened to these signs? People just stay in

the so-called passing lane and traffic has to maneuver around these vehicles because they are sometimes going too slow. This is dangerous.

Jeff. I am not sure where they went. We will look for an answer.

Cliff Sinnott. The Department should consider traffic and access management strategies for all interchanges. Ways to limit development and protect the interchange from congestion, due to development, need to be considered. This may have to be addressed as a local concept, or could it be included as part of the Department's study.

Jeff. Jeff concluded the meeting and asked that the ATF members gather to address the issue of designating a chairperson. As a result of this discussion, Cliff Sinnott accepted the chairmanship of the ATF. It was also agreed that future ATF meetings need to take place with the ATF members seated together in an effort to highlight their role in the process.

Meeting Adjourned 8:10PM